

they stuck grimly to their responsibility. Carrying out their schedule became religion with them. Their grim determination in the face of difficulties places them in the rank of heroes, yet heroism with them was never a self-conscious trait.

In October, 1861, when the telegraph line from Placerville, California, on the west and from the Missouri River on the east met at Salt Lake City, the Pony Express passed into history, but it left behind it a record unsurpassed for enterprise, romance and adventure. If it could have continued longer, it would undoubtedly have paid financially, but its short career left a big deficit. Final statements showed that \$700,000 had been expended with a return of only \$500,000.

It seems strange that although the Government was expending millions of dollars in fostering less successful mail routes, not one cent was advanced in the interest of Pony Express. The Company bore the brunt of the whole loss. The only time the Government entered into the transaction was when it reduced the rate of postage from \$5.00 to \$1.00 per half ounce.

In 1861 the Company's holdings were sold to Ben Holladay and his successful handling of the overland mail is a story in itself. Many of the employees of the Pony Express continued in his service and many are heard of in connection with the later company, the Wells Fargo Express, which continued in operation until the World War when it was absorbed by The American Railway Express.

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RIDERS OF THE PONY EXPRESS

It is difficult to make a complete and accurate list of all the men who rode the Pony Express between April 3, 1860 and October 24, 1861, from Sacramento, California to St. Joseph, Missouri. The company's lists were not preserved; and many emergencies arose when extra men were employed for short runs; others delivered the mail on horseback, about the same time but, who were not riders for the Pony Express. As far as known, the roster for the Express riders, including substitutes, follows:

*James Alcott
Henry Avis
F. X. Aubrey
James W. Bank
Melville Baughn
James Barnell
James Beatley (Foote)
Charles Becker
Thomas Black
William Boulton
"Boston"
J. W. (Dock) Brink
James Bucklin
Hugh Brown
John Burnett
William Campbell

William Fisher
George (Irish) Gardner
James Gentry
James Gilson
Samuel Gilson
Frank Gould
Sam Hamilton
William Hamilton
Robert Haslam
*James B. (Wild Bill) Hickok
*Ben Holladay
Martin Hogan
Let Huntington
Charles Higginbotham

G. Wash. Perkins
William Pridham
Theodore Rand
James Randall
Thomas Ranahan
Charles A. Reynolds
Thomas J. Reynolds
Bartholomew Riles
Don C. Rising
H. Richardson
J. Richardson
Harry L. Roff
Bolivar Roberts
Edward Rush
"Black Sam"
G. G. Sangiovinni

Alex Carlyle
William Carr
William Carrigan
William A. Cates
James Clark
Charles Cliff
Gus Cliff
Richard W. Clark
William F. (Bill) Cody
James Cumbo
Richard Cleave
*Jack Crawford
Louis Dean
*Thomas Dobson
Joseph Donovan
W. E. Dorrington
Daniel Drumheller
James E. Dunlap
Howard R. (Major) Egan
Richard E. (Ras) Egan
J. K. Ellis
J. H. (Doc) Faust
Johnny Frye
John Fisher

William James
William D. Jenkins
David R. Jay
Sam S. Jobe
William Jones
William Kates
Jack H. Keetley
I. C. (Mike) Kelly
Jay G. Kelley
Thomas O. King
John P. Koerner
George Edwin Little
*Elijah H. Maxfield
Sye Macoulas
Robert Martin
Montgomery Maze
Emmet McCain
J. G. McCall
James McDonald
Pat McEneaney
James McNaughton
Wm. McNaughton
James Moore
Charles P. Miller
J. H. Murphy
*William Page

John Seerbeck
Joe Serish
*James Shanks
Jack Slade
George Spurr
William H. Streep
Robert C. Strickland
William Strohman
John Sinclair
George Thatcher
Chas. P. Thompson
Alexander Toponce
George Towne
*Henry Tuckett
W. S. Tough
Warren Upson
Henry Wallace
Don Wescott
Michael M. Whalen
"Whipsaw"
Nick Wilson
H. C. Willis
Joseph B. Wintle
Henry Worley
"Little Yank"
Jose Zowgaly

*From the files of the D.U.P.

SOME RIDERS OF THE PONY EXPRESS

There is some question as to who was the first Pony Express rider to leave St. Joseph, Missouri, at 6:30 in the evening of April 3, 1860, dash to the river, up the gangplank of the waiting ferry and away to the West! Some claim that it was John Frye and some that it was another rider; but, in a letter to Huston Wyeth, a native of St. Joseph, J. H. Keetley, the third rider on that memorable occasion, gives the honor to Alex Carlyle. George A. Fisher writes about Mr. Keetley as follows: "As a boy I remember him very well during the years he superintended the construction of the Ontario Drain Tunnel here. It was this which prompted us to name this town (which I built and still own) after Mr. Keetley. He was a great lover of horses and owned some good racing stock."

Mr. Keetley's letter follows:

"Dear Sir:—Yours of the 17th inst. received, and in reply will say that Alex Carlyle was the first man to ride the Pony Express out of St. Joe. He was a nephew of the superintendent of the stage line to Denver, called the 'Pike's Peak Express.' The superintendent's name was Ben Fickland. Carlyle was a consumptive, and could not stand the hardships and retired after about two months trial, and died within about six months after retiring. John Frye was the second rider, and I was the